

AMENDMENTS TO THE SPECIFICATION

On page 2, please replace the last paragraph with the following paragraph:

In order to solve the above-described problems, a first aspect of the invention is characterized in comprising a fuel gas generating apparatus for a fuel cell (for example, the fuel gas generating apparatus 1 in the embodiment described below) comprising a vaporizer (for example, the vaporizer 22 in the embodiment described below) that generates a fuel vapor by vaporizing a raw liquid fuel, an autothermal reformer (for example, the reformer 11 in the embodiment described below) that generates a reforming gas that includes hydrogen from the raw fuel gas that has been partially oxidized by adding reforming air to the fuel vapor generated by the vaporizer, and a CO eliminator (for example, the CO eliminator 13 in the embodiment described below) that generates a fuel gas having carbon monoxide eliminated by adding a CO eliminating air to the reforming gas generated by the autothermal reformer, comprising: a reforming air amount control device ~~(for example, step S 112 in the embodiment described below)~~ that controls the supplied amount of the reforming air during the warm-up of the reformer so as to become larger than the supplied amount of reforming air during the idle operation after completion of the warm-up.

On page 3, please replace the paragraph starting at line 11 with the following paragraph:

Due to having this type of structure, oxygen in the air supplied in excess to the reformer during warm-up ~~is combusted~~ facilitates the combustion by a catalyst inside the reformer, and this combustion heat heats the reformer and the reforming gas. In addition, the CO eliminator and the gas path in the system are heated by the heated reforming gas flowing downstream.

On page 3, please replace the paragraph starting at line 16 with the following paragraph:

A second aspect of the present invention ~~according to the first aspect~~ is characterized in comprising a fuel amount control device ~~(for example, step S 112 in the embodiment described below)~~ that controls the supplied amount of the raw liquid fuel during the warm-up of the

reformer so as to become larger than the supplied amount of raw liquid fuel during idle operation after completion of the warm-up.

On page 3, please replace the paragraph starting at line 25 with the following paragraph:

A third aspect of the present invention ~~according to the second aspect~~ is characterized in that the ratio of the increased supplied amount of reformed air controlled by the reforming air amount control device is set larger than the ratio of the increased supplied amount of raw liquid fuel controlled by the fuel amount control device. Due to having this type of structure, the amount of oxygen that allows combustion in the catalyst in the reformer can be guaranteed.

On page 3, please replace the paragraph starting at line 31 with the following paragraph:

A fourth aspect of the present invention ~~according to any of the first through third aspects~~ is characterized in that the temperature corresponding to the warm-up state of the reformer is detected, and when this detected temperature has become higher than a predetermined temperature, the supplied amount of reforming air that is increased by the reforming air amount control device during the warm-up of the reformer is then decreased. Due to having this type of structure, the overheating of the catalyst in the reformer can be prevented.

On page 4, please replace the paragraph starting at line 5 with the following paragraph:

A fifth aspect of the present invention ~~according to the fourth aspect~~ is characterized in that the control for decreasing the supplied amount of the reforming air is decreased depending on the detected temperature. Due to having this type of structure, the warm-up state of the reformer can be gradually stabilized.

On page 4, please replace the paragraph starting at line 9 with the following paragraph:

A sixth and seventh aspect of the present invention ~~respectively according to the fourth and fifth aspects~~ is characterized in that the detected temperature is at least one among the temperature of the catalyst in the reformer, the temperature of the reforming gas, or the

temperature of the case of the reformer. Due to having this type of structure, when the reformer has been warmed-up as required, the supplied amount of reforming air that has been increased by compensation can be controlled so as to be reduced, and the overheating of the catalyst in the reformer can be reliably prevented. Moreover, because there is "at least one", any one among the temperature of the catalyst in the reformer, the temperature of the reforming gas, or the temperature of the case of the reformer can be used, or the one among these temperatures that is the lowest can be used, or the one among these that is the highest can be used.

On page 4, please replace the paragraph starting at line 20 with the following paragraph:

An eighth aspect of the present invention is characterized in comprising a fuel gas generating apparatus for a fuel cell (for example, the fuel gas generating apparatus 1 in the embodiment described below) comprising a vaporizer (for example, the vaporizer 22 in the embodiment described below) that generates a fuel vapor by vaporizing a raw liquid fuel, an autothermal reformer (for example, the reformer 11 in the embodiment described below) that generates a reforming gas that includes hydrogen from the raw fuel gas that has been partially oxidized by adding reforming air to the fuel vapor generated by the vaporizer, and a CO eliminator (the CO eliminator 13 in the embodiment described below) that generates a fuel gas having carbon monoxide eliminated by adding a CO eliminating air to the reforming gas generated by the autothermal reformer, comprising: a CO eliminating air amount control device ~~(for example, step S-112 in the embodiment described above)~~ that controls the supplied amount of CO eliminating air during the warm-up of the CO eliminator so as to become larger than the supplied amount of CO eliminating air during the idle operation after completion of the warm-up.

On page 5, please replace the paragraph starting at line 2 with the following paragraph:

Due to having this type of structure, the hydrogen, the carbon monoxide, and the unreacted hydrocarbons flowing out from the reformer during warm-up are sufficiently combusted by the catalyst in the CO eliminator, ~~along-owing to~~ with the oxygen in the CO eliminating air that is supplied in excess, and the CO eliminator can be heated by this

combustion heat. Furthermore, the gas path in the system can be heated due to this combustion gas flowing downstream.

On page 5, please replace the paragraph starting at line 24 with the following paragraph:

Figs. 6A to 6C are maps for calculating the supplied amount of raw fuel and reforming air when carrying out F/B (feedback) control of the reforming catalyst temperature in the fuel gas generating apparatus.

On page 5, please replace the paragraph starting at line 27 with the following paragraph:

Figs. 7A to 7C are maps for calculating the supplied amount of CO eliminating air when carrying out F/B (feedback) control of the CO eliminating catalyst temperature in the fuel gas generating apparatus.

On page 6, please replace the paragraph starting at line 5 with the following paragraph:

Figs. 11A to 11D are drawings showing the change in the reforming catalyst temperature, the CO eliminating catalyst temperature, ~~and the wall surface temperature~~ the wall surface temperature, and the CO concentration and THC concentration in the fuel gas with the passage of time from the beginning of the operation.